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The Daily Press.

HONGKONG, JUNE 8th, 1914.

We have been interested in glancing
through the records of the seventy men who
have been selected to compose the Tsan
Cheng Yuan, or Council of State, in China.
One of the vernacular papers at Peking
recently described the Council as "not far
from being a museum of ancient relics." It
is true that the majority of them are men
who held positions as grand councillors,
ministers, viceroys and governors in the
late Ching dynasty, and the criticism is
made that many of them are well known
reactionaries while others are officials who
were dismissed from office for corruption.
"But now owing to their being in possession
of a Hanlin's degree and a queue they are
appointed to participate in the Administra-
tion of the Republic." The recently pro-
mulgated laws governing the organisation
of this body practically exclude any but ex-
officials from appointment, but there would
seem to be a fair sprinkling among them of
men who have travelled and whose studies
have not been confined to the Chinese
Classics. Several of the members are men
who have occupied diplomatic posts abroad.
We note too that there are among the mem-
bers not a few who have spent some years
studying in foreign countries. Of one we read
that he is "acquainted with the languages of
several countries," of another that "he has
translated a number of foreign books into
the Chinese language"; of another that "he

was one of the commissioners sent abroad
to study the constitutions of other nations." While the Council may be regarded as composed largely of reactionaries, the membership seems nevertheless to comprise many ardent reformers. In addition to the men alluded to above as having studied abroad we note in the list of members the name of Mr. Wang Chia-hsiang who, upon the convocation of the late National Assembly was elected Speaker of the Tsan Xi Yuan; we note also the name of Mr. Liang Chi-chao who was prominently identified with the Reform movement of 1893. When that movement failed he fled to Japan, where he edited for many years several periodicals advocating reforms in China, and when China became a Republic, Mr. Liang accepted the post of Minister of Justice. He is now Director of the Currency Bureau. Many others there are who have occupied important official posts under the Republican régime, so that the assertion that the progressive elements have been excluded from any real share in the administration is not altogether warranted by the facts. Though the Reformers in the Council may be comparatively few in number, we should think that they are likely to bring to bear upon the deliberations of the chamber an influence that will save the legislation from being entirely reactionary in its character. China must tread the path of progress with slow and measured steps. Experience has shown that she cannot safely take long jumps. The functions of the Tsan Cheng Yuan are apparently intended to be much the same as those of the House of Lords in Great Britain. It will serve as a brake upon the Li Fa Yuan—or House of Commons—when that body is created. This body is to be "elected by the people," and, inasmuch as the only section of the people interested in parliamentary elections are the young reformers, it is fairly certain that they will be largely represented in that House when the time comes for its creation, unless they have been entirely seared by the experiences of the past twelve months. The laws governing the elections for the Li Fa Yuan have yet to be framed, and some apprehension appears to exist lest this body, like the Tsan Cheng Yuan, may be made a close corporation of ex-officials by the simple expedient of disqualifying for election those who have had no experience in administrative posts. The President certainly will not want an assembly of hot-headed enthusiasts with no capacity for legislative work, like the last Parliament, but he is not likely to make an attempt to suppress the men who are sensibly advocating and working for reform. His sympathies are undoubtedly on the side of progress, and though he has never been abroad himself, he recognises as clearly as any one that the growing number of young men who have been educated in Western lands are an invaluable asset to the nation. China's destiny is to develop as rapidly as may be on the lines along which her little neighbour Japan has progressed, and the co-operation of the young men who have been trained in Western lands and institutions must be enlisted. Their entire exclusion from the councils of the nation would be the height of unwisdom, and if the Li Fa Yuan is to serve any useful purpose whatever, it must be representative of the progressive elements of the nation, as well as of the most conservative and reactionary.

The English mail of the 8th May was delivered in London on the 5th June.

The American transport *Sherman* brought to Manila last week 2,000,000 pesos in newly-minted coin and paper money.

Among the passengers who departed for Europe, by the English Mail on Saturday last, was Captain James Hay of the Indo-China Steam Navigation Company, who has gone on leave, and will return to China before the end of the present year.

The concluding performance of the Hippodrome Circus took place on Saturday evening when a remarkably good programme was given, the whole concluding with revells which were taken part in by all the members of the company. This week the Circus goes to Shanghai and a good reception should be assured.

THE CHAUFFEUR'S CLAIM.

This case was heard before Mr. Hazland on Tuesday last, and adjourned into Chambers for argument. The plaintiff, Allah Dean, was represented by Mr. Dixon (of Messrs. Wilkinson & Grist), and the defendant, N. P. Law, of 3, Duddell Street, was represented by Mr. Gardiner.

His Lordship held that the plaintiff was entitled to recover his deposit of £28.10 and \$50 for his February wages. Judgment was given for the plaintiff, with costs.

TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "EMPRESS" DISASTER.

SALVATIONIST MEMORIAL SERVICE AT ALBERT HALL.

LONDON, June 8th.

A memorial service to the Salvation Army victims in the *Empress* disaster was held at the Albert Hall. There were 148 vacant chairs representing those who were lost.

A letter of condolence was read from Her Majesty the Queen.

INSURANCE ON THE "EMPRESS."

The total insurance on the *Empress of Ireland* was £400,000 sterling. It will be paid in a few days.

THE LIVERPOOL RELIEF FUND.

The *Empress* Disaster Fund opened by the Mayor of Liverpool totals £13,758.

THE SUFFRAGETTE INCIDENT AT COURT.

LONDON, June 8th.

The utmost reticence is shown at Buckingham Palace regarding the Suffragette incident. It is understood that the Suffragettes are two sisters, daughters of a well-known titled lady, and that they were not debutantes, having been previously presented. They were thus admitted unhesitatingly. Increased precautions are being taken to-night.

ANOTHER MANSION BURNED.

Suffragettes burned a mansion at High Wycombe, containing valuable antiques.

EMETICS FOR HUNGER-STRIKING SUFFRAGETTES.

LONDON, June 7th.

Summonses have been granted at Bow Street Police Court against a solicitor's clerk, who is charged with conveying tabloid emetics to Suffragettes in Holloway Prison who were being forcibly fed.

HANDLING GIANT LINERS.

A COMPARISON.

LONDON, June 6th.

In contrast to the happenings to the German liner *Vaterland* on May 22nd and May 27th, the new British liner *Aquitania* was docked at New York within half an hour, being handled like a tug.

AN ADMIRAL'S BOMB SHELL.

SIR PERCY SCOTT DECLARES DREADNOUGHTS TO BE USELESS.

LONDON, June 6th.

The papers give prominence to a letter written by Admiral Sir Percy Scott declaring that submarines and aeroplanes have revolutionised naval warfare and that Dreadnoughts are useless. He says we require an enormous fleet of submarines, airships and aeroplanes, with a few fast cruisers.

AN AERIAL RACE ROUND LONDON.

LONDON, June 7th.

A Frenchman, M. Noel, won the aerial Derby of 95 miles round London, in 1 hour 15min. 5secs. There were 14 starters.

Subsequently M. Noel was disqualified, and an American aviator, Mr. Brock, was declared the winner, his time being 1 hour 18min. 5secs.

CAPE-TO-CAIRO MOTOR EXPEDITION.

LEADER DIES AFTER BEING MAULED BY A LEOPARD.

LONDON, June 6th.

Captain Kelsey, the leader of the *Daily Telegraph* Cape-to-Cairo motor-car expedition, has died in Central Africa as a sequel to being mauled by a leopard on April 12th.

THE CANADIAN FIVE MILLION LOAN.

LONDON, June 6th.

Gilt-edged securities have receded on the underwriting of the Canadian Government £5,000,000 four per cent loan at a price of 98.

A GREAT BOXING MATCH.

TWO BLACK MEN TO MEET IN LONDON.

LONDON, June 6th.

Jack Johnson and Sam Langford are to meet, the fight being arranged to take place in London. Johnson will get 28,000 win or loss.

[THROUGH REUTER'S AGENCY.]

RIVAL VOLUNTEER ORGANISATIONS AT BELFAST.

LONDON, June 7th.

Sir Edward Carson inspected the Special Reserve Corps of the Belfast Volunteer Regiments in the Balmoral Show Grounds. The men were in uniform and carried rifles. Sir Edward Carson advised them to let no one take their rifles, no matter what authority they had. He hoped when the fight was over and the victory won, to pin on their breasts medals bearing the word "Ulster."

Mr. Devlin, M.P., inspected a thousand National Volunteers at Belfast. In a speech he said that Sir Edward Carson's Volunteers were intended to foster rancour and ill-will while the Nationalist Volunteers purposed to fight for liberty and country and to defend their homes and altars.

ULSTER GUN-RUNNING.

ANOTHER DARING EXPLOIT.

LONDON, June 8th.

A schooner ran 3,000 Mauser rifles into Belfast harbour at daylight yesterday, and the Volunteers removed them in drays.

The authorities were completely unsuspicious of what was happening.

HOME RULE PROTEST MEETINGS.

LONDON, June 7th.

Demonstrations to protest against Home Rule were held yesterday at Hull, Newcastle, and Eastbourne, the speakers including Lords Selborne, Milner, Ridley, and Bessford, the Duke of Devonshire, and Mr. F. E. Smith, K.C., M.P.

WARSHIP CONSTRUCTION IN AUSTRALIA.

FEDERAL DOCKYARD OFFICIAL'S DISCONCERTING REPORT.

MELBOURNE, June 6th.

Mr. Salter, manager of the Federal Dockyard, in a report to the Minister of Defence, says warship-building in Australia is largely futile. The vessels are not completed until half their effective life is concluded, because construction takes five years instead of two, owing to the shortage of skilled labour, while the absence of the piece-work system adds 30 per cent. to the cost of expenditure, and £500,000 is also necessary to overcome the deficiencies in the dockyard's equipment.

THE BRITISH HYDROPLANE FATALITY.

LONDON, June 6th.

The body of Commander Ries, who was killed in a hydroplane accident at Southampton Water, has been recovered.

FRENCH AVIATION TRAGEDY.

DIJON, June 6th.

Two aviators, Lieut. Gironne and Private Rioux, fell a distance of 2,000 feet while flying and were killed.

THIEF OF "LA GIOCONDA" SENT TO PRISON.

LONDON, June 6th.

The man Ferruggia has been sentenced to one year and fifteen days' imprisonment for the theft of the famous picture "La Gioconda."

GERMAN PROTECTORATES LOAN.

BERLIN, June 6th.

A syndicate headed by the Disconto Gesellschaft has taken over the 85,000,000 marks four per cent. German Protectorates Loan which will be issued shortly.

HOME TURF.

THE RACE FOR THE MANCHESTER CUP.

LONDON, June 6th.

The race for the Manchester Cup, run over a distance of one mile and a half, resulted as follows:—

Mr. T. Martin's Junior 1
Lord Cadogan's The Curragh 2
Mr. H. Crallan's The Guller 3

Twelve ran; won by three-quarters of a length, four lengths separating second and third.

Betting: 5 to 1 against Junior; 3 to 1 against The Curragh; 40 to 1 against The Guller.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN MEXICO.

AMERICAN SHIP LANDS ARMS FOR REBELS.

VERA CRUZ, June 6th.

An American ship has landed arms and munitions at Tampico for the rebels, without being opposed.

MEDIATORS' THREAT TO AMERICA.

NEW YORK, June 8th.

The papers state that President Wilson has received a despatch from the mediators at Niagara protesting against the United States not preventing shipments of munitions to the Mexican rebels, and hinting that this may end the mediation.

THE FINES ON GERMAN VESSELS.

The Hamburg-America Linie agent has appealed to the American Secretary for War to remit the fines on the *Bavaria* and the *Epiranga* on the ground that the cargo was shipped before the occupation of Vera Cruz and Puerto Mexico to an "open port."

"SERVICE TO HUMANITY."

President Wilson, addressing the Naval Academy graduates at Annapolis, stated that the mission of the United States in Mexico was a service to humanity. It was the duty of the United States to serve the world, and the Navy and Army were merely the instruments of civilisation.

THE PROTECTION OF FOREIGN INTERESTS.

WASHINGTON, June 6th.

A destroyer has been ordered to Tuxpan to protect foreign interests.

ALBANIAN DEADLOCK.

INSURGENTS INSIST ON A MOHAMMEDAN RULER.

DURAZZO, June 6th.

The International Commission of Control has returned here after fruitless attempts to negotiate with the insurgents, who persisted in their demand for a Mohammedan Prince. The Government afterwards proclaimed martial law in Durazzo and ordered the Malisseries against the insurgents, but the order was cancelled on some of the men refusing to fight.

The population is panic-stricken, and some are embarking on steamers.

VIENNA, June 6th.

Private despatches from Durazzo report that the situation in Central Albania is becoming worse, the agitation against the Prince having extended to districts hitherto loyal.

The insurgents demand a Turkish representative on the International Control Commission.

It is reported that the Albanian Government has accepted the demands of the Epirotes.

THE DEPORTATION OF BULGARIANS.

WILD ENTHUSIASM AT THEIR RELEASE.

DEDEAGATCH, June 6th.

The deported Bulgarians have been released. There was wild enthusiasm shown after the release, which has calmed the dangerous excitement.

FRENCH POLITICAL CRISIS.

M. VIVIANI UNABLE TO FORM A CABINET.

PARIS, June 6th.

M. Viviani has informed the President, M. Poincaré, that he is unable to form a Cabinet owing to the difficulties regarding the Triennial Military Service.

M. Poincaré has invited M. Delcassé to form a Cabinet.

YOUTH RUNS AMOK IN HUNGARY.

THREE PEOPLE KILLED AND NINETEEN INJURED.

BUDA PESTH, June 6th.

A youth named August Tomcsics wounded a girl and then murdered her parents. He took refuge in the steeple of a church, where he held out for a day, and fired 200 cartridges at all comers. He killed three people and injured 19, and also destroyed the altar and sacred pictures. Ultimately he surrendered.

OBITUARY.

LONDON, June 6th.

The death is announced of the fourth Earl of Lucan, K.P., a Representative Peer for Ireland.

[The late nobleman served as A.D.C. to his father in the Crimea. He was for nine years Conservative M.P. for Mayo. He owned about 63,000 acres.]

[THROUGH REUTER'S AGENCY.]

BRITISH FIRM SUSPENDS PAYMENT.

SAID TO BE ENTIRELY SOLVENT.

LONDON, June 6th.

The well-known financial house of Chaplin, Milne & Grenfell has suspended payment. One of the partners in the firm recently withdrew from partnership in consequence of very heavy losses on the Stock Exchange.

It is understood that the firm is entirely solvent, but time will be required to liquidate the affairs. The suspension was due to losses and withdrawals consequent upon the operations of the partner, Mr. Arthur Grenfell, who was greatly mixed up in the affairs of the Canadian Agency, Limited, which is deeply involved in purchases of Grand Trunks.

STEAMER SUNK IN THE THAMES.

LONDON, June 7th.

The liner *Corinthian*, from Canada, collided with and sank the Thames steamer *Orisle* off Greenwich. The *Orisle* had just landed her passengers. Her crew of 17 were saved.

MR. JOSEPH CHAMBERLAIN.

LONDON, June 7th.

A garden party was given at Highbury by Mr. Joseph Chamberlain, M.P., and Mr. Austen Chamberlain, M.P., to their respective constituents.

Mr. Joseph Chamberlain was wheeled in a Bath chair along the terrace, this being his first public appearance for eight years.

Mr. Austen Chamberlain, in a speech, said the Government would not dare to coerce Ulster.

"HISTORIC MIDLANDS CHURCH DESTROYED."

LONDON, June 6th.

The historic Breadsall Church in Derby has been destroyed by fire. Priceless relics and a monument to Erasmus Darwin were burnt. Explosions were heard.

APPOINTMENTS.

The *Gazette* announces that H.E. the Governor has been pleased to appoint C. W. M. Beckwith, Commander, R.N., to act as Harbour Master, Marine Magistrate, Emigration and Customs Officer, Registrar of Shipping, Superintendent of the Gunpowder Depot and Collector of Light Dues, during the absence on leave of B. R. H. Taylor, Commander, R.N., or until further notice, with effect from this date.

H.E. the Governor has also been pleased to recognise, provisionally and pending the receipt of instructions from His Majesty's Government, Mr. José Filomeno Eca da Silva as Vice-Consul for Mexico in Hongkong.

CUSTOMS REVENUE.

In correction of a misleading paragraph relating to the Customs revenue, the *Peking Gazette* says:—
The facts are as follows: The revenue collection of the Marine Customs for January and February of the current year showed an increase of Tls. 937,611 over the corresponding months in 1913. In March 1914, however, there was a decrease compared with last year, which reduced the total increase for the first quarter to Tls. 899,182. The April figures are not yet known, but there will again be a falling off, and as there is still a downward tendency, unless trade improves the increase in revenue of the first two months of 1914 will be wiped out.

GOLD MINING IN THE PHILIPPINES.

The Manila *Cablenews* says:—Approximately a yield of P1,000 a day of virgin gold is the gratifying result of the past month's clean-up on the Gumao Placer Company's claim in the Paracale dredging field. With 864 ounces in gold bar bullion the steamer *Don Hermanos* is due to arrive to-day with a consignment valued at P30,000 which will be received by the Bank of the Philippines, and which represents practically the result of thirty working days on that claim.
This represents also the largest clean-up made in the history of that Company. Last fall a shipment of approximately 900 ounces was received, considering the amount gleaned, the time engaged, and the size of the dredge (a seven and one-half foot bucket), this was regarded as a world's record.
Another dividend of five per cent. has been declared for the month of May by the Company's directors, the last previous dividend having been made in March, 1914, in the same amount, all of which is gratifying to the shareholders, and encouraging to the mining industry in the Philippines.

TELEGRAMS. TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

ENTERPRISE IN SHANTUNG.
IRONWORKS TO BE CONSTRUCTED.

PEKING, June 5th.
The Directors of the Shantung Railway Co. have sanctioned an increase of capital by 10 million marks, to be used for the construction of ironworks at Tsangkou. Two blast furnaces, a coke oven plant, a Siemens-Martin plant and a wrought iron-work plant are projected at present, and it is hoped that the returns will justify the outlay. The new works should have a favourable influence on the development of the mines and railways in Shantung.

PUNISHMENTS FOR OFFICIALS.

PEKING, June 6th.
A Presidential order publishes punishments to be meted out to such officials as shall make themselves guilty of receiving bribes or of defalcations. These orders, at present provided, will remain in force for three years. Thus, in cases of defalcations amounting to \$5,000, the death penalty will follow; for \$1,000 to \$5,000 banishment or lesser legal punishment.

NEW MINISTER TO LONDON.

PEKING, June 6th.
Liu Yu-ling, Minister to London, has been recalled. His successor is Shen Julian, at present Minister to Vienna.

EUROPEAN SERVICE.

THE RUSSIAN FINANCIAL WORLD.

BERLIN, June 5th.
The Russian regular standard, which had latterly been on a steady decline, has only to-day become stable. The same can be said of the Russian share market, which had suffered under an over-speculation at the bourses of St. Petersburg and Paris.

THE ALBANIAN DIFFICULTIES.

DURAZZO IN A STATE OF SIEGE.

BERLIN, June 5th.
Attempts at intervention and official mediation having proved fruitless at Durazzo, a state of siege has been declared. Lieutenant-Colonel Thomson has taken supreme command of the defending forces, and the rebels show an irresolute attitude, while the Great Powers are resolved on preventing with the aid of their men-of-war the deposition of the Prince of Albania.

BULGARIAN ANTI-GREEK
DEMONSTRATIONS.

BERLIN, June 5th.
Vehement anti-Greek demonstrations took place at Sofia, Varna and Dedegatch as protests against the subjugation of the Bulgarians in the new Greek territories.

THE THEFT OF A FAMOUS
PICTURE.

BERLIN, June 5th.
The thief who stole the famous picture of Gioconda has been sentenced to three years' imprisonment at Florence.

RUSSIAN EXPEDITION TO THIBET.

BERLIN, June 5th.
The Russian Colonel Koslov starts on an expedition to Thibet towards the end of July.

FINES ON GERMAN SHIPS.

BERLIN, June 6th.
The Hamburg-America Linie's representative at New York has applied to the American Secretary for War for the rescission of the fines against the steamers *Bavaria* and *Ypiranga*. The Secretary for War has promised an investigation of the cases.

AN ORDINARY VISIT.

BERLIN, June 6th.
German official reports state that the visit of the German Naval Secretary, Admiral v. Tirpitz, to Konopist has no connection with political or naval-political situations affecting the Triple Alliance in the Mediterranean.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

MARTIAL LAW AT DURAZZO.

BERLIN, June 6th.
Martial-law having been proclaimed at Durazzo, the Italians have left the place. It is reported that King Carol of Roumania intends to interest the Czar on behalf of Prince Wilhelm of Albania at their coming meeting at Constanza. Admiral Moret is engaged with preparations for an attack on the rebels. The Italian Postal Director and an Italian Colonel at Durazzo were arrested on the charge of having exchanged night signals with the rebels, but both were released later.

The Albanian Government have sanctioned the concessions demanded by the Epirotes.

ITALY AND ABYSSINIA.

BERLIN, June 6th.
The Italian Government has made a declaration in the Chamber of Deputies to the effect that Italy does not seek any territorial gains in Abyssinia, and that the action the Government intends taking there is simply a protective measure to ward off transgressions of the frontier on the part of the Abyssinians.

FIFTY YEARS' NAVAL SERVICE.

BERLIN, June 6th.
H.E. Admiral Bendemann celebrates his fiftieth anniversary of service in the German Navy on June 6th.

RETIREMENT OF A POLICE
INSPECTOR.

Inspector A. G. Dymond, who had been in charge of the West Point District for some considerable time, retired from the Hongkong Police last week, and left for Home by the *Devanha* on Saturday. West Point is regarded as the most troublesome and important district in the Colony, and it can safely be said that no official in the Colony was so thoroughly acquainted with the district as Inspector Dymond, who saw the greater part of his long service at that station. He joined the police 20 years ago, after serving for over three years in the Metropolitan Police, being stationed in the Whitechapel district during Jack-the-Ripper's reign of terror. After three years' service in Hongkong, he received his first promotion, and rose at regular intervals from constable to First-Class Inspector, to which rank he was promoted in 1911. He was a man of untiring energy and a most efficient officer. While not arbitrary, he was a stern disciplinarian. In his conduct of cases in the Courts he did his best to ensure the ends of justice being rightly met, and he was always eminently fair.

Inspector Dymond was recently awarded the third-class medal in recognition of his good work in the West Point district. Upon arrival in England, he will proceed to Taunton, his native town, and intends to reside in the "Zyden County."

A SHANGHAI BANKRUPTCY.

Under a receiving order made at the London Bankruptcy Court against Mr. William Robert Malcolm, described as of 8, Quex Road, Kilburn, a sitting for his examination was held on May 28th, before Mr. Registrar Brougham, the accounts showing a deficiency of \$1,007. Questioned by Mr. W. P. Bowyer, Official Receiver, the debtor said he and another person in 1907 commenced business as merchants and engineers at Shanghai under the style of Brighten, Malcolm & Co., Ltd., and eighteen months later they sold it to a company registered as Brighten, Malcolm & Co., Ltd., of which he acted as director at a salary of \$700 per annum. In 1910 the company was taken over by Brighten, Malcolm & King, Ltd., and he became director on the China Board of that company at a salary of \$500 per annum. Owing to the revolution in China the company was unsuccessful, and in March, 1912, he returned to this country. He attributed his insolvency to the failure of the last-mentioned company, to the depreciation of his shareholding in that company, and to his inability to obtain payment of his salary. The examination was concluded.

HEAWOOD TIN AND RUBBER
ESTATE.

The report of this Company states that the directors have declared a final dividend of 6½ per cent, making 12½ per cent for the year, and recommend that \$1,000 be written off buildings, plant, machinery, \$738 as depreciation on hydraulic installation, \$500 carried to redemption account for land mined, and \$750 written off underwriting commission on the recent issue of shares, leaving \$1,713 to be carried forward.

PRESENTATION TO SIR
KAI HO KAI.CHINESE MERCHANTS' TRIBUTES
TO HIS PUBLIC SERVICES.

St. Andrew's Room at the City Hall was filled by the leading Chinese merchants of the Colony on Saturday afternoon, when Sir Kai Ho Kai, C.M.G., who recently retired from active participation in public affairs for health reasons, was presented with a handsomely embroidered address in silk, a large beautifully chased silver bowl, and four silver vases. The silk scroll was about 15 feet long, by 7 feet wide, and was a splendid tribute to the excellence of Chinese embroidery art. It was made in Canton by the Hongkong firm, Chung Wo. The silver-ware, beautiful examples of the silversmith's work, was made by the Wang Hing firm.

The oldest and one of the wealthiest merchants in the Colony, Mr. Chiu Yu Tin, presided, and among others present were: Messrs. Chau Siu Ki, S. W. Tso, Ho Fook, Chan Kai Ming, and Yuen Ying Shan.

The CHAIRMAN, in an astonishingly virile voice, then gave an address in Chinese of which the following is a translation:—To-day we meet in this Assembly Hall to do honour to our most respected and esteemed friend. This friend is no other than the well-known Dr. Sir Kai Ho Kai. Sir Kai was born in Hongkong, grew up in Hongkong, and for over 50 years has been a permanent resident of this Colony. His whole life and energy have entirely been devoted to the well-being of the Chinese residents here. Whether among official circles of the Government or among traders of the commercial community there is not one, I may boldly say, who has not known or heard of the name of Ho Kai. (Applause.) Every one of you gentlemen here to-day have the privilege of being personally acquainted with him. What kind of man he is, what he has done for our Chinese, you all know, gentlemen, and it is not necessary for me to repeat here. Those who have only a passing acquaintance with him know perhaps in a general way that he has occupied a high position, that he has been honoured by H.M. the King, and that he has worked for our good and assisted us in our difficulties. But, gentlemen, to be what Sir Kai is it is not merely that. Although I am not an able speaker, yet I would tell you something of him which inspires our highest respect. The reason why the achievements of eminent men of all times become so beneficial to mankind and lasting in effect is not that they were men of great learning or of vast experience, but because they were men of high morals. For whatever they did it came from the fountain of virtue. No man who is without virtue could perform any deed which would be a benefit to mankind. Sir Kai possesses a kind heart and is always aiming to elevate the standard of his own people. Throughout his life he has never been boastful of his own achievements nor did he ever claim any credit for himself. In all movements which he undertook he never lost sight of the great principle of "what is good for the world and what is beneficial to man." These are his personal qualities which we so deeply admire and respect, and we often wished to have an opportunity of showing him our gratitude. As he has now retired from public life for the purpose of recouping his health, we avail ourselves of this occasion to present him with an embroidered address and a few articles as a memento and mark of our appreciation. (Applause.) We must remember that we still look to him for much kind help and assistance and we trust that he will take the greatest care of himself so that he may come forward again and give us the benefit of his experience. (Applause.) I am an old man, so I ask Mr. Chau Siu Ki to read the address for me, and will you, Sir, kindly listen to it.

The following is a translation of the address:—
"In the days of your youth you left your country, and turned your student's steps to London. Quiet and resolute, it was ever your will to be second to none. In the schools of medicine and the law brilliant success ever attended you, and your name was always high upon the list. You caused the light and lustre of the students of our country to shine brightly upon other lands. Your studies ended, you came home, and your fame in the law made your father's house illustrious. The time and toil that your profession did not claim you freely gave to the service of government and society, and in thirty years you have never yielded to sloth. That is the character of your will. Your nature is kindly and gentle, yet virtue is the key to your affections. The tale of your benefactions to us, the Chinese of Hongkong, cannot be told upon the fingers of the hand, but your outstanding services may not be silently dismissed. Let us then try reverently to recount them. Among persons of position in Hongkong the members of Council are chief. You had not long returned when you were chosen for that post, which you have held through four successive terms for 24 years in all. For a like period also you have served on the Standing Law Committee and for six years you were upon the Committee of Public Works: these are your services to Government. A member of the District Watch Permanent Committee, four times a member of the Sanitary Board for a period of 12 years in all, for over 30 years a Justice of the Peace: these are your services to local Government. Member of the Po Leung Kuk Permanent Committee, and of the Tung Wah Hospital Advisory Committee: these are your services to the cause of charity. Member of the Medical Board, and of the midwife Examination Board, of the Examination Board, and of the Interpretation Board: Member of the Qualified Architects' Advisory Board, and of the Technical Institute Advisory Board; of the Governing Body of Queen's College; of the Hongkong University Court and Council; in the College of Medicine for Chinese, a lecturer on Medical Jurisprudence for years, and for one year lecturer on Physiology: these are your services to science and education. In a word, throughout your life you have unsparringly sacrificed your precious time and your matchless learning to the cause of public good. And now, after many years, advancing age has not dulled your ardour nor poverty sapped your integrity. Self-interest is unknown to you. A narrow fortune is welcomed by you: earnest to the end, as though you feared to fail. They who have received your bounty are as the peasants who rise to labour and go to rest with the sun, unconscious of the royal influence that secures their well-being. Are not your merits then rightly deemed lofty? Twice have you been decorated by His Majesty the King, and the honour was well bestowed. Now, like health, withdraws you from public life to a brief leisure wherein to restore your strength. Your will is still dauntless, your life-flame burns bright; for yet many days to come you will take thought for the welfare of this Colony and do battle for the progress of our countrymen. But in this hour of our deep trust in you and of our boundless regard for you, we specially desire to manifest your praises in this embroidered scroll of silk. Fixed in the future stand our hearts and hopes, while we place on record our tribute to the past. Who shall tell the fulness of your merit? In the sweetness of your nature complaisance has no part. Brilliant your honours, yet they have left you but poorer; transcendent your goodness, yet its tale is not told. It was said of old, 'The benevolent are always poor.' And again: 'The master warrior is not he who does thrilling deeds of daring.' Herein is the secret of a preeminence that none may equal but all should emulate. Firmly we look to the future, and commend you to the care of God."

Mr. CHAU SIU KI then handed Sir Kai a silver-mounted album, containing the names of the subscribers, as well as the words of the Address.
Sir Kai Ho Kai, who was warmly applauded on rising to reply, said:—More than 30 years have elapsed since my return from England to Hongkong, and during that period of time I have had the honour to serve in succession as the Representative of the Chinese Community on the Legislative Council and various other Boards and Committees. With much regret and shame I have to confess that strive as I would to do my best in the discharge of public duties and to exert my utmost power I could achieve very little on account of my want of natural abilities and virtue. I was fortunate, however, in having received the greatest indulgence and consideration from your hands. You, gentlemen, have overlooked my faults and excused my shortcomings. You have remembered only my merits, and out of the goodness of your hearts magnified them. This has led you to present me with a laudatory address and valuable gifts. You, gentlemen, in the position of givers, can afford to overload me with praise, but I, as the recipient, cannot but feel with confusion that such laudation is quite unwarranted. I am truly grateful to you all, and my only regret is that at the present moment I can make no return for your kindness; but I hope that in the not distant future, when I shall have succeeded in casting off the effects of my recent illness and in regaining my former health, I shall be enabled with your kind support and continued confidence to render some further, though maybe insignificant, services. (Applause.) This is my dearest wish; provided, however, that you do not regard me as being old, enfeebled, and useless, and decline to make use of me. You might perhaps consider that even an old horse has his good points. He knows the landmarks and his way about, and on this account you will not altogether discard him. With these few words I desire to express to you, gentlemen, my heartfelt thanks for your great kindness and generous gifts. (Loud applause.)

At the call of Mr. YUEN YING SHAN, three hearty cheers were accorded Sir Kai Ho Kai, and the proceedings then terminated.

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RANDOM REFLECTIONS.

My remarks regarding the opposition of the pongee and ordinary collar and tie to the hygienic white drill suit with its military flavour, have not been allowed to pass unnoticed. One who favours the latter defends himself, and the "immaculate youth," the sartorial beau ideal, also comes out into the open and says "Down with the white drill." Peculiarly enough, the correspondent who dons the drill suit, with drill collar, regularly, despite the fashion fads of a devoted wife, has been in the East for a period of twenty years and the pongee silk youth is a very infantile griffin. "White Drill" says:—"Though my wife possesses all those fashion fads and fancies peculiar to her gender, I am still a continuous wearer of the semi-military white drill clothes. First, some of my young friends who glisten like butterflies in the sun have thrown out broad hints about 'form' and all that absurd sort of thing, but as I place comfort before everything else I still wear my white drill and feel more or less at ease in the hot weather, more so than those who adhere rigidly to the stiff collar which resents the heat and crumples up into an ugly mass around the neck of the wearer. Why people can allow themselves to be made uncomfortable at the decree of Fashion is beyond my savvy. And caste distinction is such a weak man's cry that it does not concern me." A very straightforward sentiment, proceeding obviously from one who is a real good type of man, and who looks at the world with all the philosophy of those to whom trifles such as Fashion are nothing.

Enter Pongee Silk, stiff white collar which collapses in the heat, and a burdensome-looking black tie. "Of course you are really right, and I would if I could. (He obviously means that he would like to wear the white drill.) But if I appeared before my set arrayed like a semi-soldier—and I am an ardent admirer of Tommy by the way, and mean some time to become a Territorial—I should be cut dead. I know that a friendship which would cease because of a happening of that nature cannot be placed at a very high value, but I must keep my end up. And what lady friends I possess would know me no more if I suddenly decided to assume the tunic; it would have such a wholesale effect in this direction that I should become friendless and alone. Often, when a tight collar has been absolute torture and proved nothing less attractive to me than a water-spout to my back, I have decided in a fit of desperation to throw all fashion notions to the four winds. But my friends warned me of the result, and I remain an unwilling victim to the fads of which you speak." Poor, weak youth. He allows his own ideas to be stifled, and himself to be made frequently unhappy because of the fear of being "cut dead" by his friends. There are many like him in this West End of the East, and because no-one is bold enough to make the plunge from pongee to the tunic we continue to fill the role of Fashion martyrs. I think the ladies have a lot to do with it. They were the instigators of the change in Malay.

East of Suez we are assumed, by the verse writers, to possess heaps of privileges which do not obtain anywhere else—though, secretly, I have never been able to solve the Kipling paradox of the best being like the worst—but there is one which I doubt very much: the speed of private riches. Of course speed is a great craze with all of us, but when such excesses become a danger it is really time to call a halt. The exigencies of business, and especially that relating to Threadneedle Street matters, call for quick execution, but in spite of that I do object to being run down or forced to graze a wall to escape financial demons who are whirled about in the region of Ice House Street by two, and sometimes three, coolies.

As recently as Friday I witnessed what would have been a nasty accident averted at the expense of a grazed face. A portly gentleman, obviously a tourist, was walking leisurely along this delightfully-named thoroughfare when he was forced to move out of the course of an approaching ricksha, and by so doing he stepped into the course of a three-cooled ricksha which was dashing up behind him. The private vehicle rushed on, and when within a yard of the portly and perspiring one the leading coolie shouted, the gentleman became naturally flustered and jumped aside, his head coming into severe contact with the wall—and the meteoric ricksha had disappeared. A more youthful person might have acted differently with no happy results to the coolie, but the old gentleman was unable to do more than he did. Had he stood still he would have been

run down, and so he chose the lesser of the two evils and sustained a badly grazed face. Are there no rules of the road in regard to rickshas and their speed? The above is a common occurrence in Ice House Street.

The following might interest local sportsmen:—"When young I used to box a great deal, and got in touch with some of the then champions of the ring; but such a thing as a white man being pitted against a negro was unheard of. Men had more sense in those days, for it was a notorious fact that a white man had no chance against a negro with fists, because the facial bones, muscles, nerves, and skin of a negro can stand any amount of pummelling. The only really vulnerable part of a negro is his shins. To be fair, a white man should be at liberty to kick the shins of the negro and the negro those of the white man! Anyone who has gone through a campaign in Africa knows well that a black man can stand wounds which would utterly finish a white man. This Black versus White sparring should be stopped." We have no negroes here who box, but unseemly scenes have been witnessed when a coloured boxer has opposed a white man, and won quite fairly.

RODERICK RANDOM.

INTIMATIONS

CHS. J. GAUPP
& CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL
INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB,
LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

B L WHISKIES

(GOLD AND WHITE LABELS).

IN THE TROPICS IT IS
ESSENTIAL TO DRINK A SOUND
WHISKY. THE PURITY OF B L
IS GUARANTEED AND THE HIGH
QUALITY AND FINE FLAVOUR
SPEAK FOR THEMSELVES.

SEND FOR A FREE SAMPLE.

[21]

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



1051

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "Press".
Codes: A.B.O. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of June, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Regulatory No.	Locality	Boundary Measurements (Approximate)	Contents in Square Feet	Annual Rent	Upset Price.
1	10,280	Lot 10,280, bounded by Lot 10,281, Lot 10,282, Lot 10,283, and Lot 10,284.	As per plan.	10,280	70	\$2,070

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, IMMINGHAM, LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLENSTRA" Captain Jos. McGilivray, having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 1 p.m. To-day.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 13th June, at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th June will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 6th June, 1914.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EASTERN MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship "DELTA" Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 20th June, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MARMOA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ARCTICA," due in London on the 1st August, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1914.

WANTED.

REGULAR supplies of Hongkong and other used POSTAGE STAMPS.

Any quantity. Highest references and prompt replies.

F. COOMBE BAKER, Rotterdam, Eng.

[690]

WANTED.

BOOKKEEPER in British Merchant's Office. Knowledge of Shortland and Typewriting an advantage. Apply stating Salary required to—

"A. B."

Care of "Daily Press" Office.

Hongkong, 6th June, 1914.

[704]

INTIMATIONS

IN THE MATTER OF THE COMPANIES ORDINANCES 1911 AND 1913, and

IN THE MATTER OF THE HONGKONG HOTEL COMPANY, LIMITED (In Liquidation).

THE CREDITORS of the above-named Company are required on or before SATURDAY, the 27th day of June, 1914, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the Undersigned, the Liquidator of the said Company; and further, if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such Notice AND NOTICE IS HEREBY GIVEN that in default thereof such Creditors will be excluded from the benefit of any distribution before such debts are proved.

Dated at Hongkong this 8th day of May, 1914.

J. HENNESSEY SETH, Liquidator.

[772]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th to 25th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 6th June, 1914.

[797]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Company, No. 16, Pedder Street, Victoria, Hongkong, on TUESDAY, the 30th day of June, 1914, at 11 o'clock in the forenoon, when the subjoined Resolutions, which were passed at the Extraordinary Meeting held on 4th instant, will be submitted for confirmation as Special Resolutions.

- "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the print signed by the Chairman of the Meeting for the purposes of identification."
- "That the new Articles already approved by this Meeting and for the purpose of identification submitted by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

JARDINE, MATHESON & Co., Ltd., General Managers.

Dated this 5th day of June, 1914.

[798]

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By Order of the Directors,
GEORGE CUREY, Local Secretary.

Hongkong, 21st May, 1914.

[787]

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive Tenders for the purchase of the business of THE ROYAL AERATED WATERS MANUFACTURING COMPANY, LIMITED.

Intending purchasers are required to deposit a sum of \$1,000.00 with the Undersigned, when Tenders.

J. HENNESSEY SETH, Receiver for the Debenture Holders.

Hongkong, 6th June, 1914.

[786]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR, Manager.

6, Des Vaux Road Central (First Floor).

Telephone No. 650.

Hongkong, 15th May, 1914.

[716]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 889G. at \$6. \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914.

[559]

GRACA & CO.

PADEER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong 20th March, 1914.

[503]

INTIMATIONS

LANE, CRAWFORD & Co.



Go To Bed Happy. Get Up Happy.

Wear a Loose-Fitting B.V.D.

(Trade Mark)

Short Sleeve, Knee Length Sleeping Suit.

Made from thin, cool fabric that lets the air through. Cut on full, free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN B. V. D. SLEEPING SUITS

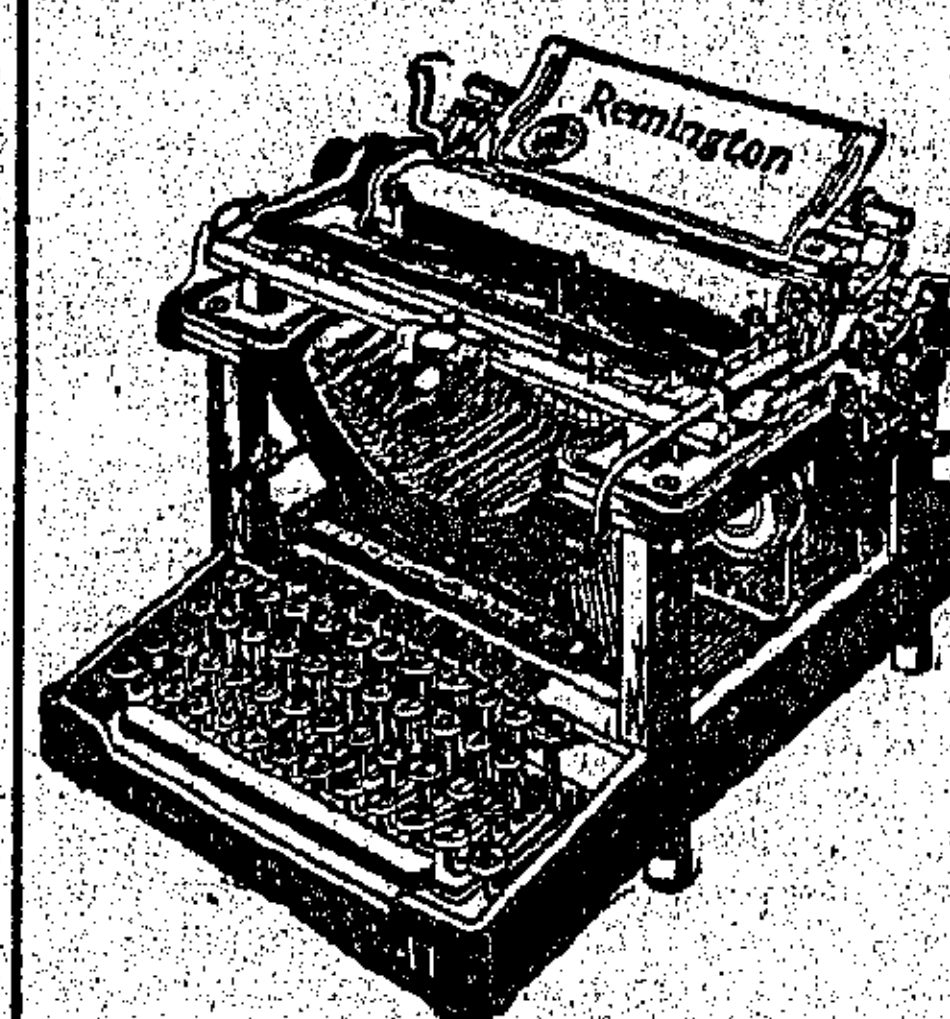
\$2.75 AND \$4.75 PER SUIT.

B. V. D. VESTS AND DRAWERS \$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR GENTLEMEN WHO CANNOT WEAR COTTON.

LANE, CRAWFORD & CO.



SIEMSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa.

THE NAME REMINGTON STANDS FOR

The Longest History. The Widest Experience. The Greatest Manufacturing Resources. The Most Complete and Comprehensive Product.

The Largest Selling Organisation of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

FRANCIS AND ALVA.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

HAVE YOU USED

KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony, or from the Sole Agent, CHAO CHUCK WAN, No. 8, Tse Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY, Bombay, India.

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SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515.

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新中外港報

CHUNG NGOI SAN PO.

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

ON SALE.

DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, CORREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BOENBO, THE PHILIPPINES, ETC.

FOR THE YEAR 1914.

To be Obtained at the Office of THE HONGKONG DAILY PRESS, or MESSRS. KELLY & WALSH, LTD. Hongkong, 18th February, 1914.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1859. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914.

[1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,499,250
Reserve Funds ... " 3,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kinkiang, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Taichu
Canton, Moji, Tainan
Dairen, Nagasaki, Takow
Fookow, Newchwang, Tamsui
Hongkong, New York, Tokyo
Kobe, Osaka, Yokohama
Keelung, San Francisco, Etc.

HONGKONG OFFICE,

2, DES VAUX ROAD.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 18th February, 1914.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 8 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai BANKING CORPORATION, A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914.

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INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 25, Bishopsgate, E.C.

BRANCHES—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913.

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THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 552,500
Reserve Fund ... " 465,000

BANKERS TO THE GOVERNMENT OF INDIA, AND

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.

Hongkong, 14th July, 1913.

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NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 80,000,000 (25,000,000)

Paid-up Capital ... Fl. 17,400,000 (5,460,000)

Reserve Fund ... Fl. 6,615,000 (2,454,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Accounts and on Fixed Deposits at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 8, Des Vaux Road Central.

Hongkong, 3rd October, 1913.

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BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$15,000,000
Silver ... \$17,650,000

Reserve Liability of Proprietors \$16,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. FATTENDEN, Esq.—Deputy Chairman.

S. H. DODWELL, Esq., J. A. PLUMMER, Esq., G. T. M. EDKINS, Esq., Hon. Mr. E. SHELLIN, C. S. GIBBY, Esq., H. A. SIEBS, Esq., P. H. HOLYOAK, Esq., Ad. WIDMANN, Esq., C. Landgraf, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—J. D. SMART.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 6 months, 3 1/2 per cent. per annum.

For 9 months, 4 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914.

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TO LET

TO LET. From 1st May, 1914.

N.O. 104A, THE PEAK, FURNISHED.

Apply to—S. J. DAVID & Co., Prince's Buildings.

Hongkong, 7th February, 1914.

[284]

TO LET

From 1st July, 1914.

IN CANTON ON SHAMEN LOT 55.

The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong.

Hongkong, 7th May, 1914.

[678]

TO LET

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alcock Buildings.

Hongkong, 19th May, 1914.

[686]

TO LET

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession!

Also 1 MOTOR BOAT for Sale.

Apply to—DRAGON CYCLE Co. Hongkong, 30th May, 1914.

[781]

TO LET

N.O. 20, BELILIOS TERRACE, newly painted and coloured.

ROOMS in Queen's Road Central.

From 1st June, 1914, 55, ELGIN TERRACE, newly painted and coloured.

No. 19, BEACONSFIELD ARCADE, Shop, No. 5, MOUNTAIN VIEW. Newly painted and coloured.

From 1st April, 1914.

Cutter Palmer & Co.
The Wine Merchants of the East

INAPIER - JOHNSONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

WHITELEYS
THE LARGEST
BRITISH STORE
IN THE WORLD

(Illustrated General Catalogue
(1,250 Pages) Mailed Free)

WHITELEYS
LONDON & W
BY SPECIAL APPOINTMENT
TO H.M. THE KING
W.M. WHITELEY LTD.

STUHR'S
CAVIARE
FILLETED ANCHOVIES
(in Brine).
ANCHOVY PASTE.
Sold by all High-Class Provision Dealers.
G. F. STUHR & CO., Hamburg.
Indents through European Exporters only.

SANTAL MIDY

These tiny Capsules — superior
to Copalba, Cubebs, and Injections — CURE the same diseases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name **INDY**
Paris, 8, rue Vivienne
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURE FOR ALL THE VENEREAL DISEASES.
THERAPION No. 2
CURE FOR ALL THE VENEREAL DISEASES.
THERAPION No. 3
CURE FOR ALL THE VENEREAL DISEASES.

SEND STAMP ADDRESS REQUEST FOR
FREE BOOK TO: Dr. L. A. C. B. B. Co.,
10, rue de la Harpe, PARIS, FRANCE.
CIVIL NEW MEDICAL (CANTON) HOUSE OF
THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON
BOTTLE. GOTT. PLEASE REFER TO ALL OTHERS. PLEASE
INSIST ON HAV. THERAPION.

ON SALE.
HONGKONG HANSAID REPORT
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913.
REVISED BY THE MEMBERS.
PRICE ... \$5.
DAILY PRESS OFFICE,
Hongkong, 24th February, 1914.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 13th.

A PHONETIC LANGUAGE FOR CHINA.

This week I was shown some sheets of the new phonetic language invented for the Chinese by a Chinese student and perfected by Sir Walter Hillier. This system is evolved with the object of providing China with a universal language that can be easily printed by typewriter. I understand that already some schools in China are introducing this system of speech, in place of the present system of complicated characters, and a measure of government support has been achieved, even to the extent of some documents being printed in it. The system is now controlled by a British Company with ample capital and an enterprising Board, of which, by the way, Sir Walter Hillier is not one. It looks on paper singularly like shorthand, and unquestionably these sound characters are simpler in outline than the written Mandarin tongue. I gather that some of the big typewriter companies have become greatly interested in the system and are prepared to help it forward by placing on the China market machines for writing the language, which will get over the present difficulty of covering the Chinese language on one machine. I hear also that one of the well-known makes of typewriters, which has even less space for signs than the others, has been experimenting for some time in the hope of encompassing the present system of Chinese so as to enable it to be sold in enormous numbers in the Republic. I cannot say how much success has attended their efforts, but if this new system catches on, a stupendous simplification will take place and the reproduction of the characters, being based on sounds and combinations of sounds, instead of on characters representing ideas, will be a comparatively easy matter. Some prominent Chinese now in Europe have been testing the system and they are watching its development with interest. If the support of some of the publishers of the East can be relied upon, the movement bids fair to make rapid strides, though, of course, it is difficult for one who like myself cannot accurately gauge the difficulties, or contrast the systems in detail, to predict what will be the outcome. Still, even to the outsider, the simplification is quite apparent, and it is conceivable that the inventor of the system may be reckoned hereafter as one of the great benefactors of his kind.

MANCHESTER AND CHINA.

Manchester continues to look askance at China, in consequence of the uncertain quantity of the cotton demand, especially in these times of competition from mills both in the Republic and in other countries, but other trades and industries are watching the trend of events very closely and as soon as it is seen that a reasonably stable system of government has been established, with tolerable security for trade, a peaceful invasion of the country may be looked for from many quarters that have hitherto held aloof from this market. I know from first hand knowledge that the number of inquiries as to the outlook for this line of goods is steadily increasing, and it is certain that Mr. Ainsworth, who is to leave next week to report on British trade in China for the Board of Trade, will bear a load of questions addressed to him by manufacturers all over the country. It is curious, however, that while we are constantly bawling the greater success of our German rivals in landing contracts in China, there has been much public outcry in Berlin these last few weeks to the effect that the competitors of Germany are securing more than their fair share of the China trade. From which it would appear that nobody is satisfied. The "spheres of influence" question continues to occupy the attention of those select few who know the East, and can take broad views of the situation. I was interested the other day, while talking to one of the most distinguished Chinese now in Europe, to find him expressing very much the same views on the "spheres of influence" as Mr. J. O. P. Bland. This Chinese is unusually well informed, both as to the East and the West, and he told me that England was making a tremendous error in acquiescing in the sphere system. Incidentally he revealed himself as a very friendly critic of England and he declared a desire that England should continue to have a predominant share of the China trade.

SAVAGES AND CLOTHES.

Whether clothes are bad for the natives of savage lands is a question that is agitating missionary circles. The Bishop of New Guinea started it the other day when he declared the belief that the natives of his diocese "degenerate both physically and morally when they take to clothing." Dr. R. W. Thompson hardly agrees with that in its entirety, attributing some of the degeneracy to altered conditions and new temptations, but on the whole he is against the forcing of clothing on the happy heathen. "Our missionaries in Papua," he says, "having to deal with native savages in a climate in which clothing is trying even to the white man, came to the conclusion that it was not their business to dress the natives, who saw no indecency in being without clothing. In due time, when civilisation spread, clothing became inevitable where

WM. POWELL, LTD.

TELEPHONE 346.

NEW DESIGNS

IN

LACE AND MUSLIN CURTAIN MATERIALS.

SPOT AND FIGURED WHITE BOOK MUSLINS
LACE EDGED AND INSERTION
MUSLINS.WHITE AND ECRU MADRAS.
LACE EDGED, SCOLLOPED, FRILLED AND PLAIN.WHITE MUSLIN CUSHION CASES.
HEMSTITCHED, FRILLED, LACE TRIMMED.
BUTTON-HOLED FOR RIBBON.

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INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VEAUX ROAD, TEL. 289.

ALWAYS IN STOCK.

[1049-2]

Summer Excursions TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
11 June	12 June	14 June	11 June	11 June	12 June	14 June	11 June
18 June	19 June	21 June	18 June	18 June	19 June	21 June	18 June
25 June	26 June	28 June	25 June	25 June	26 June	28 June	25 June
2 July	3 July	5 July	2 July	2 July	3 July	5 July	2 July
9 July	10 July	12 July	9 July	9 July	10 July	12 July	9 July
16 July	17 July	19 July	16 July	16 July	17 July	19 July	16 July
23 July	24 July	26 July	23 July	23 July	24 July	26 July	23 July
30 July	31 July	2 Aug.	30 July	30 July	31 July	2 Aug.	30 July
6 Aug.	7 Aug.	9 Aug.	6 Aug.	6 Aug.	7 Aug.	9 Aug.	6 Aug.
13 Aug.	14 Aug.	16 Aug.	13 Aug.	13 Aug.	14 Aug.	16 Aug.	13 Aug.
20 Aug.	21 Aug.	23 Aug.	20 Aug.	20 Aug.	21 Aug.	23 Aug.	20 Aug.
27 Aug.	28 Aug.	30 Aug.	27 Aug.	27 Aug.	28 Aug.	30 Aug.	27 Aug.
3 Sept.	4 Sept.	6 Sept.	3 Sept.	3 Sept.	4 Sept.	6 Sept.	3 Sept.
10 Sept.	11 Sept.	13 Sept.	10 Sept.	10 Sept.	11 Sept.	13 Sept.	10 Sept.
17 Sept.	18 Sept.	20 Sept.	17 Sept.	17 Sept.	18 Sept.	20 Sept.	17 Sept.
24 Sept.	25 Sept.	27 Sept.	24 Sept.	24 Sept.	25 Sept.	27 Sept.	24 Sept.
1 Oct.	2 Oct.	4 Oct.	1 Oct.	1 Oct.	2 Oct.	4 Oct.	1 Oct.
8 Oct.	9 Oct.	11 Oct.	8 Oct.	8 Oct.	9 Oct.	11 Oct.	8 Oct.
15 Oct.	16 Oct.	18 Oct.	15 Oct.	15 Oct.	16 Oct.	18 Oct.	15 Oct.
22 Oct.	23 Oct.	25 Oct.	22 Oct.	22 Oct.	23 Oct.	25 Oct.	22 Oct.
29 Oct.	30 Oct.	31 Oct.	29 Oct.	29 Oct.	30 Oct.	31 Oct.	29 Oct.

Retaining via Manila.

Steamers proceeding via Manila do not call at Shanghai.

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there were communities of white people, as they would not allow the natives to walk about the streets naked. But the serious thing is that the natives have a very limited wardrobe, and in a moist and hot climate they get their clothing drenched with perspiration, and through having no change they get chills and these lead to phthisis and other complaints. The native women wear a kilt, which is perfectly inoffensive, but the great problem is to get suitable garments for the men." As Dr. Laves expressed it, a half of twine would dress a whole village.

NAVAL OFFICERS AND FOREIGN LANGUAGES.
I wrote just now about our getting behind Germany in trade. But in naval circles it is alleged that we are behind Germany in another matter—the opportunities and the encouragement offered for naval men to learn foreign languages and keep them furnished up. Something is to be done in this matter so far as it affects the East, for opportunities are to be given to officers who have qualified as interpreters in Japanese to freshen their

knowledge periodically. From now on those who have been two years absent from the Far East may go to Japan for a six weeks' stay. Officers serving on the China station will be allowed to make visits of three weeks' duration to Japan. Besides this, the Admiralty are holding out more encouragement to naval officers to study foreign languages generally. But Germany, it is declared, makes it far more attractive for her naval men to study other tongues than their own, especially English.

Once more the Chancellor of the Exchequer is in the limelight. His new Budget may be described as not popular among weekly wage earners, with the rich class hotly against it, a middle class scared and the mass of the working class untouched and therefore tolerably content. Some call it an electioneering Budget, but that is only true in a limited degree. If an election is forced on the Government by any incident, say, in connection with the Home Rule Bill, the Government will go to the country and

S. Moutrie & Co., Ltd.
PIANOSON
HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

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NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Esque," from Palamos ex s.s. "Castille," and from Bordeaux ex s.s. "P. Leroy Lallier," in connection with above Steamer are hereby informed that their Goods with the exception of Optum, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th inst., or they will not be recognized.

All damaged packages will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 2nd June, 1914.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DELTA."
Arrived Hongkong on 4th June, 1914.
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Moldavia."
From Persian Gulf, ex s.s. "B. I. S. N." and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th June, 1914.

claim that it has done much to conciliate the middle classes; while if, as they hope, it can be stayed off till next year, the Chancellor will be able to bring in an electioneering Budget, out and out, with more insurance doles and "a free breakfast table." By that means the Government would hope to capture the workers' vote once more. Meanwhile, localities are to be the recipients of subventions, in spite of the fact that Gladstone, and even Mr. Lloyd George himself, protested against such suggestions in the past as being in the nature of "doles." There is reason to believe that a section of the Cabinet found the new proposals hard to swallow, but the Chancellor had his way as usual, the argument doubtless being that even if the trend was Socialistic it would please the many, who really turn elections, while the burdens were placed on the few, who scarcely count. Probably the man who likes the Budget least of all is the old Gladstonian Liberal. It runs counter to all his ideas of finance, but he gives way with a bad grace in consideration of political expediency in these troublous times.

Mr. A. E. Nelson writes to the papers:—"It may interest your readers, particularly those connected with the Straits Settlements, to know that a few days ago, during the removal of the floor of the south chapel or transept of the old parish church of Hendon, in connection with the enlargement of the church, the builders came across the vault containing the body of Sir Thomas Stamford Raffles. He lived at Mill Hill, in the parish of Hendon, and it was known that when he died in 1826 he was buried in the church or churchyard of Hendon, but the position of the grave was not known, nor was there anything to indicate the spot. All doubt

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEUCH."
FROM LEITH, MIDDLESBORO,
LONDON AND STRAITS

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th June, 1914.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Mongolia* left Yokohama on the 1st June, at noon, for Hongkong, via Japan ports and Manila. The United States mail has been transferred to the N.Y.K. str. *Nippon Maru* scheduled to arrive here on the 11th June.

THE AUSTRALIAN MAIL.
The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 30th May, and may be expected to arrive here on or about the 13th June.

THE GERMAN MAIL.
The I.G.M. str. *Derfflinger*, carrying the German mails, left Colombo on the 31st May, and may be expected here on or about the 10th June.

MERCHANT STEAMERS.
The H.A.L. str. *Preussen* left Singapore on the 3rd June, p.m., and may be expected here on or about the 9th June, a.m.

The str. *Takada* left Calcutta on the 28th May, and may be expected here on or about the 14th June.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 18th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th May, and is expected here on the 16th June.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 19th May, and is expected here on the 16th June.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Onang, from Calcutta, is due in Hongkong 8th June.
Hapang, from Calcutta, is due in Hongkong 11th June.

SHIRE LINE, LIMITED.
Radnorshire, from Portland, is due in Hongkong 23rd June.
Monmouthshire, from London, is due in Hongkong 25th June.

was set at rest when a large vault was found containing his coffin. The outside coffin had decayed away, leaving the name plate lying loose on the lead coffin. Such plate bears his coat of arms, his name, the date of his death, and his age. His was the only coffin in the vault. Happily it will not be necessary to interfere with the vault in any way in connection with the enlargement and when the building is completed the position of the vault will be in the sanctuary of the new part of the church. I believe I am correct in saying that in addition to the great services he rendered to this country in connection with Singapore, his memory should be especially dear to Londoners and all lovers of animals, as he was the founder of what is now known as the Zoological Gardens in Regent's Park.

The Archbishop of Canterbury, speaking at the annual meeting of the Society for the Propagation of the Gospel, admitted that of the Christianized people of China (excluding Catholics) the English Church could claim but one twelfth. Bishop Norris at the same time spoke of his church as "The Church of China," which has moved correspondents, including Mr. Berkeley, of Brenton, Devon, to ask him to explain how he can justify the title for his denomination.

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 8th June.

For Freight or information apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th May, 1914. [707]

AMERICAN AND ORIENTAL LINE.

(Andrews, Weir & Co.'s Steamers.)

THE "MINERIO"

Captain J. C. Hall, will be despatched from Hongkong on the 16th June, for BOSTON AND NEW YORK.

For freight and further particulars, apply to THE BANK LINE, Ltd., Agents.

Hongkong, 27th May, 1914. [748]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE" On or about 26th June.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 6th June, 1914. [700]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alcorcy, despatch-boat, 1,700 tons, 4 guns, 200 i.h.p., Comdr. A. Cochran, Kobe, Weihaiwei.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lt. Commr. V. B. Brandon, Hongkong.

Britomart, gunboat, 710 tons, 900 i.h.p., Lt. Commr. P. B. Preston-Thomas, Yangtze.

Calmus, British sloop, 1,070 tons, 1,400 i.h.p., f.d., Captain M. S. Pittman, Yangtze.

Cherub, water tank and tug, 350 tons, 340 i.h.p., Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtze.

Colne, T.B.D., 560 tons, guns 4.13 pr., i.h.p., 7,500 f.d., Lt. Commr. C. Seymour, Weihaiwei.

Cholmon, T.B.D., 560 tons, guns 4.12 pr., i.h.p., 7,500 f.d., Lt. H. T. England, Weihaiwei.

Fame, T.B.D., Lt. Commr. C. M. Blackman, Hongkong.

Hamphire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.

Joe, T.B.D., 560 tons, guns 4.12 pr., i.h.p., 7,500 f.d., Lt. G. P. A. Mulock, Weihaiwei.

Kinsha, 615 tons, 1,200 i.h.p., Lt. Commr. H. Marryat, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lt. F. J. B. Gibson, Labuan.

Minotaur, armoured cruiser (flagship) Vice-Admiral T. H. Jernam, K.O.B., 97,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.

Moonbeam, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Commr. Alan Dixon, W. River.

Neyoside, 2nd class cruiser, 4,300 tons, turbine, 92,000 f.d., Capt. F. A. Penfold, Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 i.h.p., Lt. Commr. Malcolm Murray, Yangtze.

Kennet, T.B.D., 560 tons, 4 guns, 12 pr., i.h.p., 7,500 f.d., Lt. F. A. H. Russell, Weihaiwei.

Hibbs, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Commr. Wilkinson, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Commr. J. Fleetwood-Nash, Hongkong.

Rosario, depot ship to Submarine, 980 tons, 1,400 i.h.p., Lt. Commr. F. A. Cromie, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Commr. I. A. S. Hutton, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Commr. M. R. J. Maxwell-Scott, Yangtze.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Commr. S. P. B. Russell, Yangtze.

Thine, gunboat, 710 tons, 900 i.h.p., Lt. Commr. G. G. Hastings, Yangtze.

Triumph, battleship, 11,585 tons, 12,500 i.h.p., A. Commr. A. S. Sussman, Hongkong.

Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Commr. Maxwell, Weihaiwei.

Walland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Polignaud, Hongkong.

Whitcomb, gunboat, 195 tons, 2 guns, 800 i.h.p., Lt. Commr. A. J. London, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lt. Commr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p., Lt. Commr. Robin W. Lloyd, Yangtze.

Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochran, Weihaiwei.

VESSELS ADVERTISED AS LOADING

To ascertain the schedule of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Bluffs Pier. 3. From Bluffs Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NOYARA	Brit. str.	—	H.R. Hetherington, R.N.	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
LONDON VIA USUAL PORTS OF CALL	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon
MASSILLON VIA SAIGON, S'PORE, COLOMBO, PORT BLAIR	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	NIPPON YUSEN KAISHA	On 17th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About End of June
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 4th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 24th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 20th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 19th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 19th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 24th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 24th Aug.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 11th inst., at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 20th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 29th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 7th July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-day
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 26th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst., at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 14th July, at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 26th inst., at 1 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th inst., at 1 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 19th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 1st July, at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	Quick despatch
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 23rd inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 2nd July
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 18th inst., at 11 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 19th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 12th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 30th inst., at 5 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 17th inst., at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-day
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow, at Daylight
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 11th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 15th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th inst., at M'night
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 14th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 15th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 15th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 18th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	About 18th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 1st July, at 8 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	Quick despatch
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 14th inst., at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow, at 11 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst., at 11 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 19th inst., at 11 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst., at 11 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 11th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th inst., at 2 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 20th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	Quick despatch
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-day, at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-morrow
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 12th inst., at 2 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 13th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 23rd inst., at 2 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	To-day, at Noon
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 10th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DEBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	MESSAGERIES MARITIMES	On 12th inst., at 9 A.M.

SHIPPING

ARRIVALS

HANRI MARU, Japanese str., 2,360 T. 8000, 6th June—Java 26th May, General—Order.	On 16th inst.
CHIPPING, British str., 1,198 E. M. Schenk 5th June—Tientsin 26th May, General—Jardine, Matheson & Co.	On 20th inst., at Noon
FEICHING, Chinese str., 1,709 A. B. Baines, 6th June—Shanghai 3rd June, General—Chinese.	On 16th inst., at 1 P.M.
FOOSHING, British str., 1,424, McAlinsh, 6th June—Hongkong 4th June, Coal—Jardine, Matheson & Co.	About End of June
GLENSTRAE, British str., 3,054, J. McGillivray, 6th June—Singapore 2nd June, General—Order.	On 4th July
HAITAN, British str., 1,183, Stewart, 7th June—Swatow 6th June, General—Douglas Lapraik & Co.	On 24th inst.
HEIMAN MARU, Japanese str., 7th June—Canton.	On 13th July
HONGKONG, French str., 1,183, Marguerite 6th June—Hohow 5th June, General—A. R. Marty.	On 20th July
HUNGCHANG, Chinese str., 7th June—Canton.	On 19th inst.
INDRANI, British str., 2,814, Pelcher, 6th June—Shanghai 3rd June, General—Order.	On 11th inst., at Noon
KATHIE, German str., 1,020, Christiansen, 6th June—Hohow 5th June, General—Jensen & Co.	On 16th inst., at 4 P.M.
LUZON MARU, Japanese str., 4,075, T. Miyata, 6th June—Moji 1st June, General—Osaka Shosen Kaisha.	On 29th inst.
MICHAEL JENSEN, German str., 951, J. Jacobsen, 7th June—Swatow 6th June, General—Chinese.	About 7th July
NINE, British str., 3,135, Geo. S. Lapraik, 7th June—San Francisco and Manila 5th June, General—Pacific Mail S.S. Co.	On 10th inst., at 10 A.M.
PETCHABURI, German str., 1,373, G. Gosewisch, 7th June—Swatow 6th June, Rice—Butterfield & Swire.	Quick despatch
RANDELLA, British str., 3,496, G. A. Thomas, 6th June—Singapore 27th May, Bulk Oil—Asiatic Petroleum & Co.	On 18th inst., at 11 A.M.
SEANG BEE, British str., 3,784, J. Travis, 6th June—Singapore 30th May, General—Chinese.	On 19th inst.
SHAOSHING, British str., 1,307, T. Tuckner, 5th June—Shanghai 2nd June, General—Butterfield & Swire.	On 12th inst., at D'light
SOSHI MARU, Japanese str., 1,110, K. Hatori, 6th June—Swatow 5th June, General—Osaka Shosen Kaisha.	On 30th inst., at 5 P.M.
TITAN, British str., 4,780, Reed, 7th June—Manila 3rd June, General—Butterfield & Swire.	On 13th inst., at D'light
WOSANG, British str., 7th June—Canton.	About 18th inst.
YANOSSE, British str., 4,140, G. Rodway, 6th June—Liverpool 2nd May, General—Butterfield & Swire.	On 15th inst.
YOKOHAMA MARU, Japanese str., 4,010, M. Machida, 7th June—Shanghai 4th Flour and General—Nippon Yusen Kaisha.	On 15th inst.

DEPARTURES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NOVARA Capt. H. R. Hetherington, R.N.R.	About 10th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA.	Capt. W. H. Sweny, R.N.R.	About 14th June	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	About 18th June	Freight and Passage.
LONDON via USUAL PORTS of CALL.	DELTA Capt. W. R. Le Mare, R.N.R.	Noon, 20th June	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th June, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO.	TEAN	On 9th June, 4 P.M.
SHANGHAI.	SHAOHSING	On 9th June, 4 P.M.
HONGKONG and HAIKONG.	KAIKONG	On 10th June, 10 A.M.
SHANGHAI and TSINGTAI.	ANHUI	On 11th June, 4 P.M.
MANILA, CEBU and ILOILO.	KANCHOW	On 13th June, 4 P.M.
WEIHAIWEI and TIENTSIN.	CHINHUA	On 16th June, 4 P.M.
	HUICHOW	On 17th June, Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "TINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAI, leaving there on Tuesdays for Hongkong, Hongkong and Canton.

M.S.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 8th June, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. A. H. Stewart	TUESDAY, 9th June, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 16th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. J. Evans	WEDNESDAY, 10th June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th June, 1914.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SERRAIO, COLOMBO, ADEN, SOVA and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th June, at 3 P.M.

Superior accommodation for 1st and 2nd class passengers, no extra, no tips, no inside cabins, Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £56 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) FIVE and VENICE
VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SOVA and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 7th July.

These Steamers are fitted with comfortable one class accommodation for Passengers. No extra, Doctor, Stewardesses, Wireless Telegraphy.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Serravallo, Lucerne, Basel, Calais or Boulogne, Class 1 £63.15, II £41.15.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basel, Calais or Boulogne, Class 1 £63.15, II £41.15.

BY SEMMERING EXPRESS:
Via Venice, Cologne, Brussels, Class 1 £63.15, II £41.15.

BY TAUREN EXPRESS:
Via Munich, Cologne, Frankfurt, Class 1 £63.15, II £41.15.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st July, at 8 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.

S.S. "SILESIA," 15,950 tons, will leave as above about 2nd July.

SANDER, WIELER & Co., AGENTS,
Princes' Building.

Hongkong, 3rd June, 1914.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th June	On 18th June, 10 A.M.
EASTERN	14th July	On 10th July, 10 A.M.
ALDENHAM	4th August	On 31st July, 10 A.M.
EMPIRE	1st August	On 28th Aug. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout, with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots...TUES.,	16th June.
* NIPPON MARU	11,000 — 18 knots...TUESDAY,	23rd June.
SHINYO MARU	22,000—21 knots...TUES.,	14th July.
CHIYO MARU	22,000—21 knots...TUES.,	4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. £96.10.
" " " SAN FRANCISCO	£45. £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 201.

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, SERRAIO, SHANGHAI and JAPAN PORTS.

EASTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 8th June.

S.S. "TAKADA," 6,800 tons, Captain J. E. O'Sullivan, will be despatched for KOBE and MOJI on 20th June.

WESTWARD

S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th June.

S.S. "JAPAN," 6,015 tons, Captain C. P. Seddon, will be despatched as above on 14th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 5th June, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	SHANGHAI	First half of June	• JAVA	First half of June
TJILATJAP.	JAVA	First half of June	JAPAN	First half of June
TJIBODAS...	—	—	JAVA	Second half of June
TJIMARI	JAPAN	Second half of June	JAVA	Second half of June
TJIMANORE	SHANGHAI	Second half of June	JAVA	Second half of June
TJILIWONG	JAVA	First half of July	JAPAN	First half of July
TJITABOEM	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yink Buildings, 1st Floor.
Hongkong, 5th May, 1914.

Telephone No. 1574.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, LISBON, SOUTH- AMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG," Capt. F. von BINKER	16,300	{Wed. day, 10th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROSCH	17,000	{About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. H. SCHMITT	6,750	{Saturday, 13th June, at 1 A.M.
KOBE	"PRINZ SIGISMUND," Capt. A. HERTZIG	6,000	{About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. KORNHUBER	5,000	{Friday, 12th June, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telephon.

RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship [about]

HOMEWARD.

For HAVRE, EMDEN and HAMBURG/BREMEN
S.S. "BORKUM"
about End of June.

For MARSEILLES, ROTTERDAM and
BREMERHAMBURG
S.S. "ALTAR"
Beginning of July.

For HAVRE, EMDEN and HAMBURG/BREMEN
S.S. "DURENDART"
Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Sheds ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

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